



# Hongkong Daily Press.

ESTABLISHED 1867

Registered as a Newspaper at the General Post Office in the United Kingdom.

TO INSURE YOUR EYES AGAINST THE GLARE FROM THE SUN OR THE GLARE FROM THE CITY  
CROOK'S GLASSES  
N. LAZARUS, Optician,  
12, Queen's Road C.

No. 19,605.

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日八廿月二年酉辛

HONGKONG, WEDNESDAY, APRIL 6th, 1921.

三拜禮

號六月四年十國民華中

PRICE, \$3 PER MONTH.

## INTIMATIONS

### JUST LANDED

#### ALLSOPP'S

#### BRITISH

#### PILSENER BEER

BREWED AND BOTTLED AT  
BURTON-ON-TRENT.

#### SOLE AGENTS:

**CALDBECK,  
MACGREGOR &  
CO., LTD.**

15, QUEEN'S ROAD CENTRAL.

Tel. No. 75.

### CARTRIDGES!

#### NEWLY ARRIVED.

A large consignment of **ELY'S**  
SPORTING CARTRIDGES, 12, 16,  
and 20 bore, loaded with the Sportsman's  
favorite powder—E. C. and SMOKELESS  
DIAMOND.

THE HONGKONG SPORTING ARMS  
AND AMMUNITION STORE,  
Nos 1-5, Beaconsfield Arcade.

### A LING & CO.

15, Queen's Road Central,  
HONGKONG.

#### FURNITURE AND PHOTO GOODS STORE.

Glass Staining, Signs, Boards and  
Mirror Makers.  
Canton Marble in Various Shades.  
Photographic Goods of Every Description  
in Stock.  
Developing, Printing and Enlarging  
Undertaken.  
Telephone 1219.

### FRENCH LESSONS

G. MOUSSON,

15, Morrison Hill Road.

### PEAK TRAMWAY CO.

#### LIMITED.

#### TIME-TABLE.

WEEK DAYS	
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SHANGHAI OFFICE.

# MACKINTOSH

**FIRST CLASS LIVERY SERVICE**

# Whiteaway, Laidlaw

**& CO., LTD.**  
**HONGKONG.**

## 1691

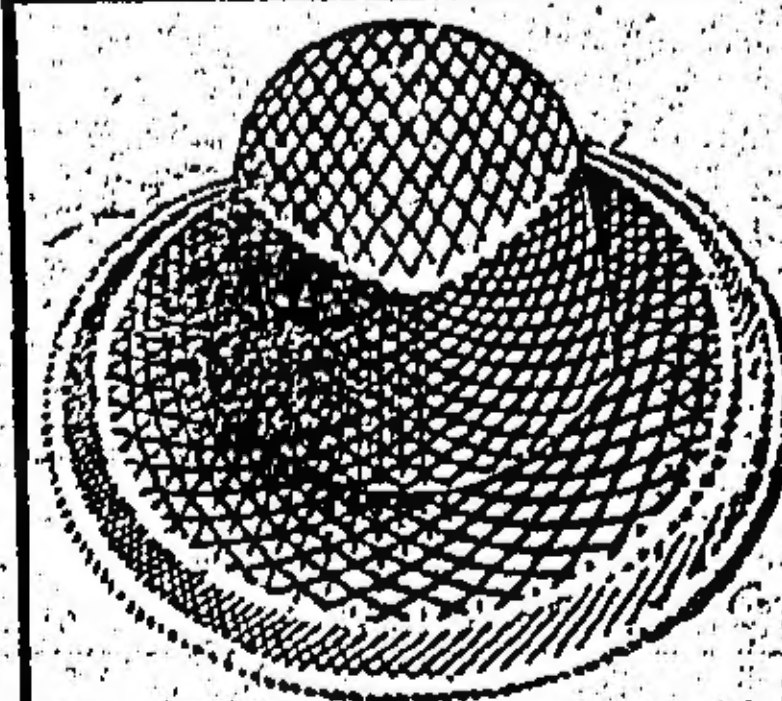
## APPOINTMENT

Sold by:  
**LANE, CRAWFORD & CO.**

11. Queen's Road Central, Hongkong



14, Des Vieux Rd. Central, Phone No. 2860.



## Revised by the Members

**PRICE** **75**

**DAILY FREE PRESS**







## NEW ADVERTISEMENTS

## NOTICE.

THE GENERAL OFFICER COMMANDING hopes that all BRITONS who served in the War, and who are now in Civil life in Hongkong, will meet in his Office at VICTORIA BARRACKS at 6.30 P.M. on FRIDAY, APRIL 25th, 1921, to consider a matter of common interest.

[73]

## CATHOLIC PRESS DAY.

HIS LORDSHIP BISHOP D. POZZONI has called a GENERAL MEETING of the Catholic Community of the Colony, which is to be held in the Catholic Union Hall at 5.30 P.M. TO-DAY, to consider proposals for assisting and extending the circulation of the two Hongkong Catholic monthlies, *Religion & Patria* and *The Rock*.

It is hoped that all who have at heart the interests of these two excellent Catholic magazines will endeavour to be present. Tea and light refreshments will be served.

[735]

## HONGKONG TRAMWAY COMPANY.

LIMITED.

(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING of the HONGKONG TRAMWAY COMPANY, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, Pedder Street, Hongkong, on WEDNESDAY, the 13th day of APRIL, 1921, at 12 o'clock Noon, to transact the ordinary business of the Company.

By Order of the Board.

W. E. ROBERTS, Secretary.

Hongkong, 4th February 1921. [73]

## HONGKONG SCHOOLS ATHLETIC SPORTS, 1921.

THE ANNUAL SPORTS in connection with the HONGKONG SCHOOLS will be held on FRIDAY, APRIL 25th, on the RACE COURSE, commencing at 1.30 P.M. The Registrar of the University will distribute the trophies.

Entries must be made on or before MONDAY, APRIL 18th.

A. J. S. STEARN, Hon. Secretary. [752]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"DUNERA"

Arrived Hongkong, on April 24th, 1921.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed in stowage in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where cash consignments will be received and where loading and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From MARSEILLES ex S.S. "CHINA"

From PERSIAN GULF ex B.I.S.N. and B.P.

S.N. Co.'s Steamer

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD &amp; DONALDSON, at 10 a.m. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE &amp; CO., Agents.

Hongkong, April 5th, 1921. [754]

## REPULSE BAY HOTEL.

CABARET DINNER DANCE.

WEDNESDAY, APRIL 27th.

SATURDAY, APRIL 29th.

SIGNOR ANTONIO MOLINARI.

The Milanese Tenor.

Assisted by

SIGNORA MOLINARI.

Soprano.

GEMS FROM POPULAR MASTERPIECES

SUNG IN ITALIAN AND ENGLISH.

SUNDAY, AFTERNOON.

SEMI-SACRED CONCERT. [745]

## WAR MEMORIAL.

SUBSCRIPTION LIST.

FOR the erection by Public Subscription, of a Building to be run on Y.M.C.A. lines, to be called the WAR MEMORIAL INSTITUTE and to be managed for the joint use of the Navy, the Army and Civilian by a Joint Board of Directors. A portion of the sum raised will be devoted to the erection of a Permanent Stone Memorial which will be put in place at an early date.

Lists may be found at:—

Messrs. Lane &amp; Crawford.

Kelly &amp; Walsh.

Messrs. Wm. Powell, Ltd.

The Hongkong Club.

Hongkong Cricket Club.

Club Lauan.

Engineers Institute.

Victoria Recreation Club.

Kowloon Cricket Club.

Kowloon Bowling Club.

Peak Club.

Club de Reuila.

Christiansburg Club.

M. J. BRENN, Hon. Secretary.

War Memorial Committee.

Hongkong, December 15th, 1920. [129]

## INTIMATIONS

## NANYO YUSEN KAISHA.

THE above Company having established its own Branch Office at this port as from this date, the undersigned will CEASE to act as Agents.

DODWELL &amp; CO., LTD.

Hongkong, April 1st, 1921. [723]

## NANYO YUSEN KAISHA.

WE have this Day opened a BRANCH OFFICE of the Company at No. 5, QUEEN'S ROAD, CENTRAL and our Agency Agreement with Messrs. Dodwell & Co., Ltd., will accordingly lapse.

NANYO YUSEN KAISHA, LTD.

Hongkong, April 1st, 1921. [734]

## THE EAST ASIATIC COMPANY, LTD.

COPENHAGEN.

WE have today taken over the Agency of the above, and shall be glad to quote rates of freight and passage on application.

MANNERS &amp; BACKHOUSE, LTD.

Messrs. Bank Building, 7, Queen's Road, Central.

Hongkong, March 31st, 1921. [737]

## NOTICE.

## THE HO HONG STEAMSHIP CO., LTD.

OF SINGAPORE, the owner of the Steamship "HONG WAN T", are prepared to negotiate for the SALE OF THE WRECK of that Ship, as she now lies beached near Bell Island near Swatow, together with the Engines, Boilers and all appurtenances at present on board.

Full particulars may be obtained on application at the Office of the Company at No. 61, ELISE STREET, SINGAPORE, or at No. 26, WISLOX STREET, HONGKONG.

[706]

## NOTICE.

## ASSURANCE FRANCO-ASIATIQUE

OF SHANGHAI.

HAVING been appointed AGENTS for the above Company, we are prepared to accept Fire and Marine Insurance at current rates.

KARSTEN LARSEN &amp; CO., (HONGKONG), LTD.

Agents, York Building, Chater Road.

Hongkong, April 2nd, 1921. [737]

## HONGKONG HOTEL GARAGE.

WE beg to announce that in order to cope with numerous applications received for Garage Space, we have, as from the 1st APRIL, 1921, acquired the business and premises of the RUSSELL STREET GARAGE.

Extensions and improvements will be immediately taken in hand with a view to offering facilities for up-to-date Garage and Repair Work.

Mr. T. B. PARSONS will continue to be in charge of the Russell Street Depot.

HONGKONG HOTEL CO., LTD.

J. H. TAGGART, Manager. [730]

## SEAMEN'S INSTITUTE

21, PRATA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories.

Motor Launch "Dayspring."

[63]

## Fine Assortment

of

G. R. I.

POSTAGE STAMPS

surcharged on

German Colonies.

for sale at

GRACA &amp; CO.

Dealers in Postage Stamps, Philatelic Goods, Garden Seeds, etc., etc.

No. 10, WYNDHAM STREET.

HONGKONG.

P.O. Box 630. [58]

## ORDER AT ONCE

TO SAVE DISAPPOINTMENT.

"DIRECTORY &amp; CHRONICLE"

CHINA, JAPAN, STRAITS SETTLEMENTS, INDO-CHINA, PHILIPPINES

Etc.

for 1921

50TH ANNUAL EDITION

containing

1,600 PAGES, 14 MAPS

THE DIRECTORY OF THE FAR EAST

Prices \$12.

## PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for:—  
Box 2, P. Q. AD. AP. AW. HF. BO. BB. BV. KY.

## COTTON TUSORE SUITING.

54 inches wide. Fine quality. Very durable. Colours—White, Black and Light Brown. Suitable for Gentlemen's Summer Suits and Ladies' Dresses. In pieces of 6 and 7 yards. Price \$2.75 per yard. Cash with order. Apply ALEX. ROSS & CO., 25, Des Vaux Road, Central.

## WHITE COTTON DUCK.

27 inches wide x 42 yards long. Strong and durable quality. Price 60 cents per yard. (Fishes only). Cash with order. Apply ALEX. ROSS & CO., 25, Des Vaux Road, Central. 30

## WANTED TO Buy—POINTER, either young untrained dog, or shot over one or two seasons. Price and full particulars to—

Box KY, c/o Daily Press Office. 31

## WANTED.—ENGLISHMAN going home wishes to purchase some Second-hand Leather Travelling BAGS. Apply—"CONFIDENCE", c/o Daily Press Office. 39

## SITUATION VACANT.—Chinese Clerk

Wanted, must have good knowledge of English and Commercial experience in a European Office. Apply in own handwriting, enclosing copies of references, to Box KZ, c/o Daily Press Office. 32

## BEETLES.—Wanted to buy small collection of BEETLES. Price and full particulars to Box LA, c/o Daily Press Office. 33

## TO LET.—EUROPEAN HOUSES at

Trinidad, next to No. 37, Nathan Road. Possession about 20th April. Apply to CHEUNG TSOI, c/o Johnson, Stokes & Master, Prince's Building. 34

## WANTED.

EXPERIENCED SENIOR OFFICE ASSISTANT (British) for Engineering and Machinery Department, must be good Correspondent and have Commercial and Technical knowledge of Engineers' supplies and Hardware. Permanent position and good prospects offered to competent Applicant. An indication of salary expected is required. Persons without the above-mentioned qualifications need not apply.

Address applications to—

Box No. 718, Care of Daily Press Office. [718]

## TO LET.

COMMODIOUS OFFICE—Alexandra Building, immediate possession. Apply to—

LINTSEAD &amp; DAVIS, Alexandra Buildings. [685]

## TO LET.

EUROPEAN OFFICES, 1st floor (four in one block) 18 to 19, Connaught Road Central (with use of lift).

Apply to—"A. B." Care of Daily Press Office. [124]

## FOR SALE.

1170 SHARES of the RONGFIBON TIN, no liability at the Market. Quotations. For full particulars please write or call on—

Mr. S. C. TEO, 81, Des Vaux Road, Central. [744]

## FOR SALE.

FIVE ROOMED BUNGALOW, Peak District, Tennis Court, Kitchen Garden. Early possession. Apply to—

Box No. 588, Care of Daily Press Office. [588]

## A. G. DA ROCHA

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

No. 24, D'Almeida Street, Telephone No. 2921.

## WEEKLY AUCTIONS

TUESDAYS:—MISCELLANEOUS GOODS.

THURSDAYS:—VALUABLE HOUSEHOLD FURNITURE

SATURDAYS:—EXCELLENT HOUSEHOLD FURNITURE. 73

## TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the Hongkong Daily Press, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

## INTIMATION

## WATSON'S

## DRY GINGER-ALE

## FRAGRANT,

## AROMATIC,

## DRY.

Its "Dryness" is a feature which

has helped to give this drink the

popularity it so well deserves.

Pints \$1.25 per dozen.

Splits 80 cts.



## A. S. WATSON &amp; CO., LTD.

## AERATED WATER MANUFACTURERS.

[1]

## BIRTH.

GRAFF.—At Yokohama, on March 22nd, to Mr. and Mrs. R. C. GRAFF, a son.

Hongkong Office: 104, Des Vaux Rd., C. London Office: 131, Fleet Street, E.C.

## The Daily Press.

HONGKONG, APRIL 27th, 1921.

## A PREMATURE DEMAND.

A GREAT deal of attention is being paid just now in Chinese circles to the subject of the extra-territorial rights enjoyed by the Powers in China, for it is China's intention to raise the question of their relinquishment at an early session of the Council of the League of Nations in connection with proposals for the settlement of the Shantung Question. It is said that the President of the Republic in his farewell audiences with all Chinese who go abroad, particularly those bound for Geneva, impresses upon them that they must work in foreign lands for the abolition of the "humiliating" extra-territorial clauses in the treaties. Let it be noted that in the treaty for the resumption of trade between China and Germany which has been drafted no provision is made for extra-territorial privileges. China last year entered into similar Treaties with Bolivia and Uruguay, but as the number of subjects of these South American States who reside or have interests in China can probably be numbered on the fingers of one hand, the question of extra-territorial jurisdiction is a subject of little importance to either of these States. However, the fact that two foreign States have been satisfied to enter into Treaties which deny them extra-territoriality in China, and the further fact that the Russians in China, who are very numerous and possess extensive commercial interests, are like the Germans, at present subject to Chinese jurisdiction, form for the Chinese Government apparently ample grounds for a case to be stated and pressed for the entire abolition of extra-territorial rights and privileges in China.

Of course, there is not the slightest possibility of Powers like Great Britain, the United States, France, Japan, and many others consenting to the surrender, and the raising of the question at the present time has only served to elicit statements which inform the world of the really barbaric ideas of law and justice which still commonly prevail in China. The Powers, twenty years ago, expressed in treaties their readiness to relinquish extra-territorial rights when they are satisfied that the state of the Chinese laws, the arrangements for their administration and other considerations warrant them in so doing. What is the evidence of improvement which the Chinese Government is enabled to furnish of any substantial improvement upon the conditions which prevailed in China twenty years ago? We have heard from time to time of the model legal codes which have been compiled, or are being compiled, in the Ministry of Justice in Peking; we have heard of projects for model Courts and even for model prisons in the vicinity of foreign settlements, but we have yet to learn that confidence is felt anywhere in China in the administration of justice by Chinese magistrates or judges. However perfect the paper system may be which the Ministry of Justice has been at pains to compile, the administration of justice in China is such as to outrage the feelings of every foreigner who becomes acquainted with it. The law may have been altered but old customs still operate. Torture is freely applied to prisoners and the treatment of suspects is frequently abominable. Foreign missionaries in the interior who are being constantly brought into touch with the maladministration of the law are in a position to present a very convincing answer to such representations as a Chinese delegate must necessarily make to secure a hearing in the Council of the League of Nations, and one missionary is at the present time contributing an illuminating series of articles on the subject to the leading Shanghai journal based upon his personal experiences in the province of Hunan. For a Chinese view of the question we commend the reader's attention to the article we reproduced yesterday from the columns of our Chinese contemporary in Canton. "It is an undeniable fact," it said, "that in many parts of China the judges of the courts are appointed, influenced and controlled by military satraps. The Chinese people themselves cannot obtain justice at the hands of these military swashbucklers. The court trials, in many instances, are a mockery of justice. Influential officials and military men are immune from punishment, even though they be guilty of the most hideous crimes, or commit the most flagrant violations of the law; while innocent citizens who have incurred the wrath of the powerful, suffer extreme penalties." With the knowledge that the Government must have of these conditions it is frankly astonishing that it can even think of pleading before the Council of the League of Nations that all foreign residents in China shall be placed under a jurisdiction which is so far removed from Western standards of civilisation. Happily the decision must necessarily be controlled by the views entertained on the subject by the Legations in Peking, supported by the public sentiment of foreigners residing in China, who may be presumed to know what the abolition of extra-territorial jurisdiction involves. That sentiment is at the present time solidly opposed to the suggestion for very sufficient reasons; and judging by the amount of progress which has been made in the past twenty years towards satisfying the foreign Powers that the state of the Chinese laws and the arrangements for their administration warrant the relinquishment of extra-territorial jurisdiction, the Chinese Government may as well make up its mind at once that there is absolutely no hope of seeing the "humiliating" clauses removed from the treaties within the next twenty years. It will be time enough to talk of placing foreigners and foreign interests under Chinese jurisdiction when China has proved to the world that she is able to assure simple justice to her own citizens throughout the length and breadth of the country. That is an essential preliminary to any serious consideration of the subject.

The attention of all Britons who have served in the war is directed to an invitation given in our advertisement columns by the General Officer Commanding the Troops in China.

Professor Bertrand Russell, who is on a lecturing tour in China under the auspices of some of the Northern educational organisations, is reported to be seriously ill in Peking.

H.E. the Governor is leaving on the 8th instant for a short holiday in the North, and hopes to return about May 13th. During the absence of the Governor, the Hon. Mr. Claud Severn will administer the Government.

The Water Supply Co. of Canton have been ordered by the Public Utilities Department of the Canton Government to refund \$14,800 to the public. A fine of \$500 has been imposed on the Company for making the overcharge in the water rates.

The health return for the week ended April 2nd shows 2 cases (9 deaths) of bubonic plague in the Colony, one case of diphtheria, one case of enteric fever, 11 cases (10 deaths) of small-pox, and 14 cases (6 deaths) of cerebro-spinal fever. One case of bubonic plague was an imported one, as also one of cerebro-spinal fever. There were also 4 deaths (not notifiable) from influenza. For the 48 hours ended April 4th, one case of paratyphoid fever and 3 cases of cerebro-spinal fever were reported.

At a dinner to the officers of the Hongkong Volunteer Defence Corps at Government House on Saturday these present were His Excellency Sir George Kirkpatrick, Captain Fisher, M.C. (the General's A.D.C.), Lieut.-Col. L. G. Bird, D.S.O., Major Rapson, D.S.O., Major D. G. R. Black, Captain Sir Eric Stuart Taylor, Lieut. W. Higby, Lieut. J. D. Smalley, Lieut. F. C. Hall, Lieut. A. Murdoch, Lieut. G. M. Dodwell, Lieut. A. J. M. Weyman, Sec. Lieut. R. M. Smith, O.B.E., Sec. Lieut. T. P. M. Bayan, M.C., Sec. Lieut. T. W. Hill, M.C.

## BRITISH AND FOREIGN BIBLE SOCIETY.

## THE HONGKONG AUXILIARY.

The annual meeting of the Hongkong Auxiliary of the British and Foreign Bible Society was held at the Helena May Institute last evening, the Bishop of Victoria presiding.

After prayer by the Rev. J. Kirk Macdonald, the Rev. T. W. Pearce (hon. secretary) presented the annual report which, he remarked, had already, thanks to the courtesy of the local Press, had circulation in the Colony. He specially called attention to the statement in the report that more than 3,000,000 copies of portions of the Scripture had been purchased by the people of China last year, and remarked that the fact should inspire supporters of the Society to renewed efforts.

The Rev. H. E. Anderson, the Society's sub-agent in Hongkong, presented the financial statement, and the reports were adopted on the motion of the Bishop of Victoria.

Miss Hughes, C.M.S. missionary at Ningpo, spoke of the value to the illiterate masses in the interior of China of an edition of the Bible, prepared by the Society, in a special character, which illiterate people could read after a few months' study. In Hongkong, where there were so many schools for the Chinese, it was difficult, perhaps, to realise the lack of education, particularly amongst women, in the interior.

The Rev. W. J. Webb Anderson, M.D., of Fataha, in an interesting and eloquent address, which alternated from grave to gay, spoke of the transmuting effect of personal experience of religion, and painted an impressive word-picture of the hopeless, wretched lives of the average Chinese unreached by the Gospel message. Mr. Webb Anderson told several stories, some humorous and some pathetic, of medical work amongst the Chinese.

Miss Dunk, of Pakhoi, thanked the ladies of Hongkong for the many proofs afforded of their interest in the work there and gave further details on a subject to which attention has already been drawn, the excessive strain upon the workers in the mission there. She herself had the oversight of no fewer than five schools, and the one nurse at the Loper Hospital not only had to carry on without medical aid but had charge of an out-patient and a maternity ward and a lactating establishment, from which funds for the work were derived.

The Committee of the Auxiliary and the hon. secretary and hon. treasurer were re-appointed, and the meeting concluded with an expression by Dr. Pearce, of thanks to the speakers and to the authorities of the Helena May Institute for the use of the hall.



# UNITED STATES AND GERMANY:

## ASSURANCE TO ALLIES.

# FRENCH MINE DISASTER:

## 14 KILLED AND 10 INJURED.

# MINERS' STRIKE OUTLOOK.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

## FRENCH MINE DISASTER.

14 KILLED; 10 INJURED.

NIMES, April 5th.

Fourteen miners were killed and 10 were injured by an explosion of fire damp in the Larbousset pit of the Treil coal-mines. It is feared that there are other bodies in the debris.

## MR. ESMONDE ARRESTED.

### FOR ADDRESSING IRISH MEETING.

VANCOUVER, April 5th.

Mr. Esmonde has been arrested by order of the Mayor and charged with addressing an Irish meeting, after he had promised to proceed direct to England.

## "PUSSYFOOT'S" TOUR.

### EUROPE FIRST, AND THEN INDIA.

COLUMBUS (OHIO), April 5th.

"Pussyfoot" Johnson, who has now fully recovered from bronchitis, sails for Liverpool on April 18th, accompanied by Dr. H. S. Russell, founder of the American Anti-Saloon League, to tour Europe first, and then India.

EARLIER CABLES.

## KARL'S COUP.

## LITTLE ENTENTE'S ULTIMATUM.

PARIS, April 4th.

The ultimatum to Hungary threatens the recalling of all diplomatic missions, the breaking off of relations, and the executing of military measures, which are in course of preparation. It adds that the Little Entente is determined to obtain from Hungary a final solution of the dynastic question with safe guarantees, the immediate surrender of West Hungary to Austria, and the suppression of all irregular troops.

## FRANCE ALERT.

PARIS, April 3rd.

France's unmistakable attitude towards Karl's attempt has most favourably impressed Hungary's neighbouring States, especially Czechoslovakia and Jugoslavia. Some uneasiness is noticeable in Czechoslovakian and Rumanian circles in view of Karl's protracted sojourn in Hungary and his efforts to secure the support of military elements. *—Havas.*

## RETURNING TO EXILE.

PARIS, April 4th.

A Budapest message announces that Karl returns to Switzerland forthwith.

## REASONS FOR KARL'S DECISION.

VIENNA, April 5th.

The ex-Emperor Karl's decision to return to Switzerland immediately was evidently hastened by the Swiss Government's intimation that his return was conditional upon its not being unduly delayed, and also by Austria's threat to cancel his safe-conduct unless the time of departure was promptly fixed. Karl is at present suffering from bronchitis, but, profiting by a fall of temperature, he has announced his departure for Tuesday forenoon.

The ex-Empress Zita has declared that she was the only person knowing anything of her husband's plan, and that she made all the preparations for his journey.

## MESOPOTAMIA'S RULER.

LONDON, April 4th.

The *Times* correspondent at Cairo says there is good reason to believe that Muir-Faisal has been offered Mesopotamia, although the British Government's view favours the choice of a ruler being left to the future Mesopotamian National Assembly.

LATEST CABLES.

## WAR IN ASIA MINOR.

## GREEK EXPLANATION OF RETREAT.

ATHENS, April 5th.

No communiques have been issued for three days.

The newspapers publish telegrams from Smyrna, which are attributed to a responsible source, saying that the Greek attack on Eskişehir was merely a ruse to divert the Turks' attention from the Greek occupation of the railway at Afion Kara-hissar by which Turkish re-inforcements from Cilicia were isolated from Angora. They claim that this was completely successful.

After communications between Brussa and Angora were cut, the Greeks retired to their original positions with prisoners and booty.

EARLIER CABLES.

## TURKS PURSUING GREEKS.

CONSTANTINOPLE, April 4th.

Confirmation has been received that the Greek retreat is general. The Greeks are retiring behind Brussa to lines held before the present offensive. So far they have sustained 5,000 casualties. The Turks are reported to be energetically following up the Greeks.

## THE IRISH UPHEAVAL.

## YEAR'S BUDGET OF OUTRAGES.

LONDON, April 5th.

In the House of Commons, at question time, Sir Denis Henry stated that, during the quarter ended July 30th, 1920, Sinn Féin outrages in Ireland totalled 3,152, in which 29 Police were killed and 37 wounded.

During the quarter ended September 30th, the outrages numbered 4,770, the police casualties being 53 killed and 96 wounded and the military casualties 12 killed and 54 wounded.

During the quarter ended December 31st, there were 1,726 outrages, in which the police casualties were 73 killed and 92 wounded and the military casualties 24 killed and 61 wounded.

In the last quarter, ended March 31st, the outrages numbered 3,246, the police casualties being 88 killed and 156 wounded and the military casualties 44 killed and 84 wounded.

## INDIA'S POPULATION.

## RESULT OF CENSUS.

DELHI, April 4th.

It is officially stated that the population of British India and the Native States, according to the Census taken on the 18th ult., slightly exceeds 319 millions, as compared with 315 millions in 1911.

## TRADE WITH RUSSIA.

CHRISTIANIA, April 4th.

The Norwegian Government has appointed four delegates to proceed to Stockholm to negotiate a trade agreement with the Soviet Commissary Korshakoff.

## TRAIN COLLISION IN TEXAS.

## HEAVY CASUALTY LIST.

ELGIN PASS (TEX.), April 4th.

A freight and a passenger train collided at Villa Garita, between Parradon and Monterey, 33 people being killed.

## DOCKERS' STRIKE AT BOMBAY.

BOMBAY, April 4th.

Five thousand men are on strike at the British India and P. & O. dry docks.

LATEST CABLES.

## HARDING ADMINISTRATION POLICY.

## AS REGARDS LEAGUE OF NATIONS AND GERMANY.

WASHINGTON, April 5th.

It is understood that M. Viviani was informed, at the dinner given in his honour at which a number of Senators, including most of the members of the Foreign Relations Committee of the Senate, were present, that the Harding Administration intended to terminate the state of war with Germany by a Congressional resolution, and did not contemplate entrance of the United States into the League of Nations, but the United States would take no action in any way helpful to Germany, especially in regard to reparations and fulfilling Germany's other peace obligations.

It is stated that Senator Knox's resolution for a separate peace with Germany will be introduced into the Senate as soon as Congress is convened.

## DR. VON SIMONS' LOAN SCHEME.

WASHINGTON, April 5th.

In a note handed to Mr. Dressel, the United States High Commissioner in Berlin, on March 23rd, Herr von Simons declared that an international loan, in favour of which the Allies may waive mortgages on German wealth and sources of revenue, constituted the only possible solution of the problem of Germany's rehabilitation.

EARLIER CABLES.

## PRESIDENT HARDING SAID TO FAVOUR SEPARATE PEACE.

WASHINGTON, April 4th.

It is understood that President Harding has approved the re-introduction of the so-called Knox resolution providing for a separate peace with Germany when Congress reassembles next week, but has not yet decided when the vote thereon shall be pressed.

## ATTITUDE OF UNITED STATES.

WASHINGTON, April 4th.

A German Government official recently addressed a letter to Mr. Dressel, the American High Commissioner in Berlin, declaring that Germany was willing to pay for reparations, but hoping for fresh discussion of terms. Replying thereto the State Department communicated with Mr. Dressel, hoping that negotiations will be re-opened between the Allies and Germany for a new schedule of reparations.

The reply concludes by stating that the United States proposes to stand by the Allies in enforcing just reparations. The State Department draws attention to communications exchanged before M. Viviani's arrival in the United States.

## MR. HUGHES SUPPORTS ALLIES.

LONDON, April 4th.

An amplification of the Washington note shows that it was from Secretary of State Hughes, who plainly declared that the United States stood with the Allied Governments in holding Germany responsible for the war.

Mr. Hughes expressed the opinion that the German memorandum which was signed by Dr. von Simons, the Foreign Minister, indicated the sincere desire of the German Government to re-open negotiations with the Allies on a new basis, and he hoped that when such negotiations were resumed they would lead to a prompt settlement, satisfying the just claims of the Allies and permitting Germany hopefully to renew its productive activities. Copies of the communications have been forwarded to the Allies.

## POSITION OF COLONIES.

LONDON, April 4th.

In the House of Commons, Mr. Charles White asked whether India or any of the Dominions had introduced or passed legislation similar to the German Reparations Act. Mr. Lloyd George replied that the answer was in the negative, except in regard to Newfoundland.

Replying to Mr. Bryant, Mr. Lloyd George stated that no agreement had been reached with the Allies in regard to the allocation of payments under the Reparations Act.

MINERS' STRIKE.

## ATTITUDE OF TRIPLE ALLIANCE.

LONDON, April 4th.

It is declared to-night that it is generally regarded as certain that the Triple Alliance will decide on the 6th inst. actively to support the miners, although the attitude of the transport workers is unknown definitely, but it is understood that owing to the prevalence of unemployment among the transport workers the unity of their Federation is problematical. In any case, the Triple Alliance leaders are expected to defer a strike order until they have made an effort at a peaceful settlement.

The outlook in the coal-fields grows progressively worse, and as a result of threats and mass demonstrations and at least one instance of violence, for safety the men are being compelled to leave the works.

The evening papers state that a most truculent spirit is being exhibited in many areas in Scotland and Wales, while the Fife shire men are inclined to lawlessness.

## MINERS' THREAT.

LONDON, April 4th.

The fact that leaders like Mr. Clynes, Mr. Thomas and Mr. Gosling have been silent over the week-end is regarded as indicating that some move in the direction of peace may be made before the fateful decision of the Triple Alliance on the 6th inst. This is the only ray of hope in the gloom of the industrial crisis.

To-day, meetings of Scottish railwaymen in Glasgow, Edinburgh and Perth resolved to support the miners even by a strike, thus following the example of meetings in large railway centres in England. The attitude of the railwaymen is that if they do not support the miners now, they cannot expect help from the miners when the railways are de-controlled in August.

Serious reports of the flooding of pits in Scotland, England and Wales have been received to-day. A fire due to ignition of gases, is raging in one colliery at Neath, and it is feared the pit will be destroyed.

The threatening attitude of the miners in many coal-fields is causing consternation among volunteers.

The Rhondda Miners' Association has decided that everyone, including managers and officials, must cease work immediately.

## DISASTROUS DECISION.

LONDON, April 4th.

The Admiralty has cancelled all leave. The Rhondda Miners' decision, cabled earlier, will have disastrous results. If men are found to give it effect, the pits will be ruined in forty-eight hours.

To-day the Dowlais Steel Works closed down, rendering a thousand idle.

Considerable difficulties are being experienced to keep alive the pit ponies in many areas, where it is stated the miners' officials are preventing the ostlers working.

The South Western Railway has cancelled 200 trains from April 6th and other lines are restricting their services similarly.

## GOVERNMENT MEASURES.

LONDON, April 4th.

In connection with the coal strike, the *Gazette* publishes a series of drastic regulations of a most extensive scope, giving the Government power to take possession of and requisition food, forage, land, coal, coal mines, horses, vehicles, tramways, light railways, canals, and their equipment; regulate road transport; limit or prohibit the transport of any goods; regulate traffic at the ports and harbours; refuse clearance to ships; prohibit the unloading of any goods; regulate the distribution, price and use of coal, gas, water, electricity and petrol; prohibit, in any area, the buying, selling, or possession of firearms, drilling, meetings or processions; and employ His Majesty's forces in any service of vital importance to the community.

The regulations give the Police increased powers regarding searches and arrest of suspects without a warrant, the penalties being a maximum of six months' hard labour or a fine of £100.

## U.S. IMMIGRANTS.

NEW YORK, April 4th.

Several hundred immigrants, mostly women and children, who were recently sent back to Europe from New York for having fraudulent passports, will be returned here and permitted to land, as instructions have been given to all American Consulates in Europe. Meanwhile the State Department is investigating the source of the bogus papers.

## FAR EASTERN CABLE NEWS.

## SHANGHAI MUNICIPAL COUNCIL CHINESE ADVISORY COMMITTEE.

## END OF BITTER STRUGGLE.

[BY COURTESY OF THE "CHINA MAIL."]

SHANGHAI, April 5th.

A meeting of Chinese ratepayers expunged the objectionable Regulation VI, seeking to create a supervisory body for control of the Chinese advisory committee of the Municipal Council. The latter has thus been victorious in the bitter struggle.

[THROUGH REUTER'S AGENCY.]

## THE YAP QUESTION.

LONDON, April 4th.

The *Daily Telegraph* learns that Great Britain has received a Note from Washington relating to the Yap question. Details are not available.

## A SAILOR'S WINDFALL.

### A FORTUNE OF £24,000.

A Japan paper publishes a long story of a sailor named Frank Dupuy on the British steamer *Graciously*, who learnt while at Shanghai that he had been left a fortune of £24,000, and is now proceeding home by the French liner *Cordillere*.

The story of Boatwain Dupuy and his fortune was told, the *Advertiser* says, by an official of Dowdell & Co. of Yokohama, steamship agents, and is briefly as follows: Dupuy was the youngest son in a big and highly respectable family in Guernsey. He saw little hope for the youngest son in England and at the age of 16 became the "bad boy" of the family and ran away to sea. And at sea he has been ever since; he is now 41 years old. He was married at the age of 19 and his own family is also in Guernsey, but he has been back at his parents' home but twice since he was a lad.

He was chief sailor on the steamer *Graciously*. When the good ship reached Shanghai, Bo'sun Dupuy received a letter from his wife, telling him that his mother had died and had left him £24,000. The Bo'sun told the captain about his fortune, but the ship's master had heard fairy tales before and would not release the sailor. The letter said that money would be cabled to Yokohama, and when the sailor received three cablegrams, containing a total of £100, the captain gave in and agreed to release the man and permit him to go home.

Dupuy had come from a good and not poor family, but he had been a sailor since the age of 16, and a married man since he was 19, and hence had his own ideas of economy. So, it is not strange that he booked a third class passage on the steamer, for economy's sake.

## COTTON TRADE OPTIMISM.

### MANCHESTER VIEWS.

A special correspondent of *The Times*, writing from Manchester, gives an interesting account of an interview with Sir Edwin Stockton, President of the Manchester Chamber of Commerce. Sir Edwin stated:

Depressed though the situation has been for some time, I am convinced so far as textile are concerned, that the depression is only of a temporary character. We are not suffering from over-supplied markets, and trade is simply held back by the high values of goods, shipped or waiting for shipment, which markets have been slow to take up owing to a disinclination in certain quarters to face losses. The people who are obstructing business made large profits during the period of rising values, and now they prefer to sit tight and hope to avoid the effects of depreciation.

This cannot go on very long. They are keeping back trade now, but eventually they will have to fulfil their contracts at the rate prevailing. The more protracted the delay in making replacements the bigger the demand for textiles will be, and the more in fact and bring about a sharp inflation of values.

I think we have already turned the corner. There are distinct signs that people desire to come into the market. Some are quietly buying now at depressed prices because they feel that in doing so they are operating on a safe basis. Values have dropped since May by 50 per cent. and even 60 per cent. Trade on lower values is easier to finance, and there is less risk, and this is an inducement. It will take some time, however, to get things moving; the difficulties of financing trade are not yet over. India, because of the exchange value of the rupee, may try to suspend buying for another three to six months. As I have said, this will only result in a bigger demand at a later period, and we may then have a clamour for goods which it will be hard to satisfy.

## GERMAN INDEMNITY.

## 12 PER CENT. EXPORT TAX.

## METHOD OF COLLECTION.

[FROM A DIPLOMATIC CORRESPONDENT TO "THE DAILY TELEGRAPH."]

I was privileged yesterday to discuss the new German reparations scheme with Commendatore Giannini, one of the two Italian experts on the subject. Commendatore Giannini was particularly anxious to correct a fundamental and widespread misconception of the so-called 12 per cent. tax of Germany's future exports, all the more so because this distinguished Italian economist was himself the author of this concrete proposal, framed in response to the suggestion of the Belgian Ministers, M.M. Jaspar and Theunis, for a variable index in order that the French standpoint might be reconciled with the British. Commendatore Giannini said:

The so-called 12 per cent. tax on German exports is not thus properly described. It is not a tax on exports, but a percentage on all export receipts. This is a very different matter. A tax on exports would mean that the tax would have to be collected at the German Custom houses, before the goods were allowed to leave Germany. And it could only be so collected in German paper money and under the direct supervision of Allied officials. It would be neither right nor expedient on our part to interfere in this way with German sovereignty and administration. Moreover, we do not want German paper marks, but gold, and we do not want the buyer, whether an Ally or a neutral, to pay the tax, and pass it on to the Allied or neutral consumer, as he would inevitably have to do in the case of a tax on exports properly so called. On the other hand, a percentage on all German export receipts would mean that the Allies would secure 12 per cent. after the German goods had reached their foreign destination, on the money payable by the importer, in the form of the currency, that is to say, in gold or its equivalent. This would mean that the Allies, through the Reparations Commission, would have at their disposal large credits in the various national currencies—kroner, pesetas, dollars, etc.—by means of which they could purchase securities or goods in those countries.

You will ask me how we could arrange such financial operations and statistical control! Through the recognised arbitrage banks, as well as a central office in Berlin, I may add that the German Government would be able to compensate the German exporters in marks for the deduction from his receipts abroad. There are no doubt many details to be thrashed out before we could frame a scheme as near perfection as possible, but as to the basic feasibility of such a scheme, there need be no doubt whatever. We ourselves have a corresponding scheme in Italy, where the State is entitled to collect the foreign currency in which our exporters are paid, and direct it to pay the latter in lire. By means of the 12 per cent. tax on German export receipts—which amounts, as I have pointed out, need never enter Germany at all—we have discovered a means of not only making Germany pay, but of making her pay in gold.

It will be gathered from what precedes that the Italian delegates to the Peace Conference, contrary to a belief widely entertained, are as intent upon making Germany pay as any of the other Allies. Indeed, the Italian delegates have never been remiss in pointing out that reparations are Germany's sole external debt. Yet, so far, none of the Allies have been informed by their creditors that they would only be required to discharge their war and external debts according to their capacity to pay! Germany, in this respect, is to enjoy a kind of preferential treatment. For if reparations and war debts are, juridically speaking, two very different things, financially they work out in exactly the same way.

Commendatore Giannini was responsible for several of the Brussels and Paris reports dealing with reparations, but in particular for that in which he set forth the comparative statistics for taxation on alcohol in Great Britain, France, and Germany. Per head Great Britain is paying in duties on alcohol 72 marks gold, France 11.7, Germany 1.48! The details are set out as follows, the figures being given in gold marks per hectolitre (of 22 gallons):

	Spirits. Beer.
Great Britain	3,292 45
France	318 45
Germany	80 1.20

As regards wines, the tax work out as follows: In France 27 per cent., and in Germany 20 per cent. ad valorem.

It is announced that six submarines of the G class are to be sold out of the Navy. As this represents the entire number of these craft in existence, it means that the type will vanish. Sold down during the middle stages of the war, the G submarines can scarcely be regarded as obsolete, and the only reason why they are now being "scrapped" is probably on the score of redundancy. It was originally decided to retain submarines in the post-war fleet, but, as the G group was included in this total, we may assume that the number is to be further reduced. The whole of the A, B, C, D, E, F, and H types of submarines have been sold out of the service, and all the early E boats, up to and including E22. Some of the craft of a later type have also been withdrawn, whilst all the surviving submarines have been transferred to the Royal Australian Navy. There are still a few new submarines in course of speedy completion, but these are of war-time design, and any constructive conclusions drawn from the experiences of the U-boat flotillas are not likely to take material shape for a considerable time to come. *—Naval and Military Gazette.*



## NOTICES TO CONSIGNEES

VEREENIGDE NEDERLANDSCHE  
SCHEEPVAART-MAATSCHAPPIJ  
(UNITED NETHERLANDS NAVIGATION CO.)  
HOLLAND-OOST ASIE LIJN  
(HOLLAND-EAST ASIA LINE)

## NOTICE TO CONSIGNEES.

FROM HAMBURG, AMSTERDAM, LA  
ROCHELLE, PALICE, LISBON, GENOA  
and SINGAPORE.

THE Steamship "FORROK"  
having arrived from the above ports, Consignees  
of Cargo, by her, are notified that all Goods are  
being landed at their risk into the Godowns of the Hong-  
kong & Kowloon Wharf & Godown Co., Ltd.,  
whence and/or from the wharves, delivery may  
be obtained.

Goods not cleared by the 8th April, 1921,  
at 10 A.M., will be subject to rent.  
All broken, chafed and damaged packages  
are to be left in the Godowns, where they will  
be examined on the 7th April, 1921, at 10 A.M.,  
by Messrs. Goddard & Douglas.  
Claims against the steamer must be presented  
in writing within ten days after arrival of  
steamer, otherwise they will not be recognised.  
No Fire Insurance will be effected by the  
undersigned in any case whatever.

Bill of Lading will be countersigned by  
JAVACHINA-JAPAN LIJN,  
General Agents,  
Hongkong, April 1st, 1921. 732

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LTD.

## CONSIGNEES per Company's Steamer

"PYRRHUS"  
are hereby notified that the Cargo will be  
discharged into Holt's Wharf, Kowloon,  
where it will lie at Consignee's risk. The  
Cargo will be ready for delivery from Go-  
down on and after 2nd April.

Optional cargo will be landed, unless  
notice has been given prior to steamer's  
arrival.

All broken, chafed, and damaged goods are  
to be left in the Godowns, where they will  
be examined on any Tuesdays and Fridays  
between the hours of 10.45 a.m. and Noon  
within the free storage period.

No claims will be admitted after the Goods  
have left the steamer's Godown, and all  
Goods remaining undelivered after the 8th  
April will be subject to rent.

All Claims against the Steamer must be  
presented to the undersigned on or before  
the 22nd Apr., or they will not be recognised.  
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, April 2nd, 1921. 748

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LTD.

## CONSIGNEES per Company's Steamer

"ANTIOCHUS"  
are hereby notified that the Cargo will be  
discharged into Holt's Wharf, Kowloon, where it  
will lie at Consignee's risk. The Cargo will be  
ready for delivery from Godown on and after  
April 2nd.

Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
All broken, chafed, and damaged goods are  
to be left in the Godowns, where they will  
be examined on any Tuesdays and Fridays  
between the hours of 10.45 a.m. and Noon  
within the free storage period.

No Claims will be admitted after the Goods  
have left the steamer's Godown, and all  
Goods remaining undelivered after April 8th, will be  
subject to rent.

All Claims against the Steamer must be  
presented to the undersigned on or before April  
22nd, or they will not be recognised.  
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, April 2nd, 1921. 747

S.S. "YANG-TSE"  
COMPAGNIE DES MESSEGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from LONDON,  
ANTWERP, HAVRE & LA PALICE  
in connection with above Steamer, are  
hereby informed that their goods, with the  
exception of Opium, Treasures and Valua-  
bles are being landed and stored at their  
risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong  
Kowloon Wharf and Godown Co., Ltd., at  
Kowloon, whence delivery may be obtained  
immediately after landing.

Optional cargo will be forwarded on unless  
instruction is received from the Consignees  
before Noon To-day requesting it to be  
landed here.

Bills of Lading will be countersigned by  
the Undersigned. Goods remaining undelivered  
after the 10th Apr., at Noon, will be subject  
rent and landing charges.

All claims must be sent in to me on or  
before the 13th Apr., or they will not be  
recognised.

All damaged packages will be examined by  
Messrs. Goddard & Douglas on SATURDAY  
the 2nd Apr., at 10 A.M.

No Fire Insurance has been effected.

R. RODENFUSER,  
Acting Agent,  
Hongkong, April 4th, 1921. 743

## DAIRY FARM NEWS.

## CHEESE.

GRUYERE ... \$1.40 per lb.

AUSTRALIA STILTON \$1.00

FRENCH ... \$0.90

THE DAIRY FARM ICE & COLD  
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are made from the best materials obtain-  
able, so that they will give you the greatest  
garter value, service, and comfort your  
money can buy. Sold the world over to  
men who demand a garter of quality that  
fits the legs and holds the hose securely  
and smoothly. Look for the name PARIS  
on the box. Imitations, at any price, cost  
you too much.

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COST YOU TOO MUCH

Keep your health in "proper balance" by taking  
**SAL HEPATICA**  
—a teaspoonful on arising—  
For Sale At All Chemists.

**Asahi Beer**  
SPECIALLY BREWED FOR EXPORT  
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Average Rates for Single Rooms (without Bath) including meals  
Y10—12 in cities and some popular resorts.  
Y8—10 in country districts.

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Osaka (Shikoku) — Lakewood Hotel Kamamura — Kaifu Hotel Kurehara — Mitsui Hotel Kobe — Oriental Hotel Toy Hotel	Kyoto — Kyoto Hotel Miyako Hotel Matsushiro — Park Hotel Miyajima — Miyajima Hotel Miyajima Hotel Fukuoka Hotel	Hiroshima — Nara Hotel Nikko — Kasaya Hotel Shikoku Hotel Oka — Oka Hotel Shimonoseki — Shimonoseki Hotel	Shikoku — Deiokwan Hotel Tokyo — Imperial Hotel Tokyo Station Hotel Tsurumi Sanyoku Hotel Yokohama — Grand Hotel
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## IN TAIWAN (FORMOSA)

Taipei — Taiwan Railway Hotel

## IN CHOSSEN

Karpo (Korea) — Chosen Hotel Fusan — Fusan Station Hotel Gyeongju — Gyeongju Station Hotel	Changchun — Yamato Hotel Dairen — Yamato Hotel Hankow — Yamato Hotel	Hotel (Manchuria) — Yamato Hotel Yokohama (Port Arthur) — Yamato Hotel
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"SAVED" £20,000,000 AT  
CAMBRAI.

## A DEBTOR'S SENSATIONAL CLAIM.

"I contend that the Battle of  
Cambrai in 1918 was largely fought on  
my plan, and I claim that it saved  
artillery preparation which might have  
cost anything from £15,000,000 to  
£20,000,000."

This statement was made by a debtor  
in the London Bankruptcy Court when  
a meeting of creditors was held under  
the receiving order made against Mr.  
Oscar Ellis Aymar de Saffre de Thoren,  
of St. James's Place. The proceedings  
were on the petition of a firm of money-  
lenders.

The Official Receiver said that Mr. de  
Thoren, who described himself as a re-  
tired Naval Commander, had stated that  
in the autumn of 1915 he went to the  
War Office with a scheme for a general  
offensive on the western front in order  
to obtain a knockout blow at the earliest  
possible date. The effect of his scheme  
or project was also substantially to  
decrease the heavy casualties of modern  
battle.

## OFFICIAL ENCOURAGEMENT.

He was promised help by the Director  
of Military Operations, and had been  
working on the project ever since.

The whole of his present liabilities,  
estimated at £5,015, had been incurred  
in connection with the scheme, his pre-  
sent position being due to lack of assist-  
ance from the Government.

The value of the debtor's assets could  
not yet be ascertained, but they included  
the MS. of three comedies, an interest  
under his grandfather's will, and an  
award which he expected to receive both  
from the British and French Govern-  
ments in respect of his project. The  
award had been charged to the several  
creditors.

The debtor, addressing his creditors,  
said, that he had been encouraged from  
the first to go on with his project, and  
trials took place at Warrington Camp in  
August, 1917, which proved the scheme  
to be correct in principle and capable of  
carrying out everything he claimed for it.

## "LET DOWN" BY GOVERNMENT.

He had put forward a claim based on  
the ground that a valuable part of his  
plan had been taken out of his hands and  
tested on the battlefield.

The debtor claimed that his present  
position was due to the fact that he had  
been let down by the Government,  
against whom he had a claim of at least  
£20,000 for out-of-pocket expenses.

## OUTSPOKEN U.S. GENERAL

Storming and cursing, Mr. Dawes,  
former Brigadier-General and Chief of  
Supplies in the American Expeditionary  
Force, gave his testimony last month,  
before the Congressional Committee in-  
vestigating war expenditures. With many  
damns and picturesque references to hell  
fire and brimstone, the witness bitterly  
denounced the "sneers and slurs of  
partisan snipers in Congress" at the ex-  
pense of the American army in France.  
"I don't want to be called a general any  
more," he said to the chairman, Senator  
Johnson, "I am out of the army now. I  
hate pinked politics. You can give me  
all the hell you want to. I like it." Mr.  
Dawes says he appealed over the heads  
of carpet-bagging politicians to the  
common-sense of the American people.

Witness praised the efficiency of the  
French and the patience and bull-dog  
qualities of the British soldiers. "I am  
wondering," he said, "whether we in  
America would have had the patience to  
stand behind Pershing as England stood  
behind Haig. We are awfully impatient,  
awfully critical. I am willing to give the  
poor old War Department in Washington  
some credit. As soon as we reached  
France it let us alone, and we did our  
best possible to win the war and save the  
civilisation of the world. I don't think a  
single solitary dollar was wasted in  
France. Damn it all, the business of the  
army was to win the war, not to quibble  
around with a lot of cheap buying. We  
were fighting and getting the stuff to the  
men. Hell and Maria, we weren't trying  
to keep a set of books."

## A PER-CENTIMENTAL BALLAD

[BY A HOME-GROWN POET.]

Tired of the never-ending tale  
Of "nothing doing," markets stale,  
Flat and unprofitable, I  
Approached the scribe and asked him  
why.

He looked for such a cheerful thing,  
As brighter markets in the Spring.  
"Is it," I asked, "the influence mild  
Persephone, great Ceres' child,  
Exerts on men this vernal season?"

"No," he replied, "that's not the  
reason."

"Is it the violet-scented breeze,  
The green buds bursting on the trees,  
The flowers that wake on either hand  
When Spring comes smiling on the land,  
When blackbirds sing their merry notes,  
And men take of their overcoats?  
Will markets rush to greet the Spring  
And prices move like anything?  
Will Rubbers bounce and Knifirs boom  
And even Railways lose their gloom?  
Will Shells advance and Eagles soar  
And Dunlops rise again to 4?"

As thus I thapodied the scribe  
A grin and-bitters did imbibe.  
Rolling his wild, prophetic eye  
(And cigarette) he made reply:

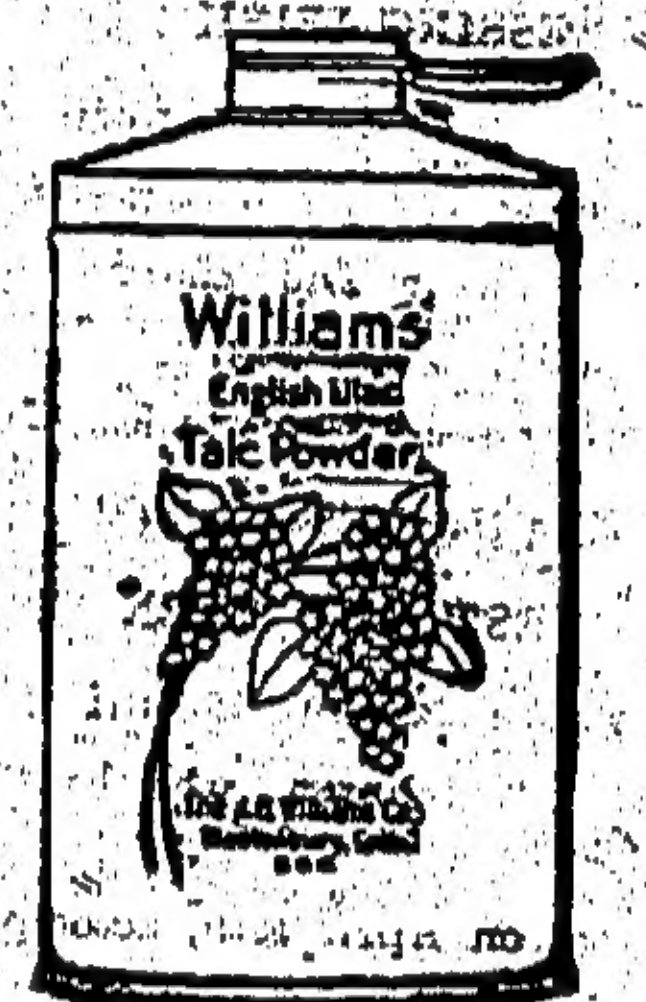
"The scent of flowers, the budding trees,  
The daffodils, the gentle breeze,  
The blackbird's note or song of lark—  
All these are quite beside the mark.  
I'm not concerned about the weather;  
Spring and cheap money go together.  
And that's why I'm prepared to bet  
That very shortly we shall get  
The Bank rate down to six per cent.  
That is the change of heart, I meant."

**LAVOL**  
A New Discovery  
Will bring happiness to thou-  
sands of skin sufferers — who  
have thought they had some viru-  
lent blood diseases when in nine  
cases out of ten eczema and other  
skin diseases are purely local.  
Medical science is agreed on this.  
Laval, a new discovery, a powerful  
yet soothing and refreshing liquid  
washes out the worst infections. Bad  
profits are at hand in hundreds of cases.  
Just a few drops on the afflicted  
and the itch is gone.  
For eczema in its worst forms, crusts,  
scabs, sores, weeping blisters — for salt  
rheum and psoriasis — barber's itch,  
eczema, ringworm, dandruff, etc. — for  
dandruff and scalp diseases, try Laval.  
For sale at all chemists, shops, druggists, etc.  
D. D. D. Company, 38 Klange Rd., Shanghai

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English Lilac Talc Powder

The delicately fresh scent  
of Williams' English Lilac  
Talc Powder is a genuinely  
soothing relief in tropical  
climates.

A light sprinkling of the borated,  
antiseptic, refreshing powder im-  
mediately alleviates the discom-  
fort of prickly heat or Dhobi Itch.



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Standard Light Car that have won the  
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DRINK HORLICK'S MALTED  
MILK. Whether a baby or "grown-  
up" the health-giving properties of  
HORLICK'S MALTED MILK DRINK  
are put into operation right away.  
The Malted "Frog" is gentle, and the brain  
and body are refreshed and "toned up."  
As Nature intended for pure food.  
Made in England by the addition of  
a little water, but no salt.  
Of all Chemists and Grocers.  
HORLICK'S MALTED MILK CO.  
SLOUGH, BUCKS., ENG.



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Taking Cargo (on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.  
VUE having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.  
S.S. "TRIESTE" sailing on or about April 22nd.  
S.S. "PERSIA" sailing on or about May 19th.

For SHANGHAI & JAPAN.  
S.S. "PERSIA" sailing on or about 19th April.  
Passenger's Luggage can be insured at the Office of the Agents.

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For JAPAN.  
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Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.  
KASHIMA MARU (omitting Manila) ... Wednesday, 20th Apr., at 11 a.m.  
SUWA MARU ... Friday, 8th May, at 11 a.m.  
FUSHIMI MARU (omitting Manila) ... Tuesday, 31st May, at 11 a.m.  
KATORI MARU ... Friday, 17th June, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

KITANO MARU ... Friday, 16th Apr., at 11 a.m.  
INABA MARU ... Friday, 23rd Apr., at 11 a.m.  
KAMO MARU ... Friday, 23rd Apr., at 11 a.m.  
IYO MARU ... Friday, 23rd Apr., at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM  
LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIRKO MARU ... Tuesday, 19th Apr., at 11 a.m.  
AKI MARU ... Tuesday, 17th May, at 11 a.m.  
TANGO MARU ... Tuesday, 21st June, at 11 a.m.

NEW YORK via Suez.  
SOUTH AMERICAN PORTS via CAPE.  
KAWACHI MARU (sailing from Singapore) Wednesday, 11th May.

BOMBAY & COLOMBO via Singapore.  
WAKASA MARU ... Friday, 2nd April.

CALCUTTA & RANGOON via Singapore & Penang.  
TOTOBI MARU ... Wednesday, 6th April.  
RANGOON MARU ... Sunday, 17th April.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.  
AKI MARU ... Tuesday, 12th Apr., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.  
KAMAKURA MARU ... Tuesday, 12th April.  
DAKAR MARU ... Wednesday, 13th April.  
IYO MARU ... Friday, 15th Apr., at 11 a.m.  
TSUSHIMA MARU ... Friday, 16th April.  
YAMAGATA MARU ... Saturday, 16th April.

For further information apply to—**NIPPON YUSEN KAISHA.**  
Telephone Nos. 223 & 224. S. YASUDA, Manager.

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Telephone 5105. St. George's Building.  
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**FUTURE OF BRITISH CHEMISTRY.**

LORD MOUNTON ON INFANT INDUSTRIES' CLAIM.

Lord Moulton made an important speech concerning the future of the chemical industry at a luncheon at Prince's Hotel on February 16th at which he was a guest of the Association of British Chemical Manufacturers.

Sir William Pearce, M.P., president, in proposing the toast, "Lord Moulton and Organic and Synthetic Chemistry," he said that one of the lessons some of them had learned was that any future war would be more and more a chemical war. To a certain extent the importance of chemistry had been realized. They had got the Dye-stuffs Bill, but this was not sufficient. The dyestuffs industry would depend very much on the success of the manufacture of raw chemicals and drugs, and fine chemicals and drugs should be included in the same scheme as dyestuffs.

Lord Moulton, in his reply, said that this was a most critical moment in the existence of British chemical industries, and through them in the existence of England. For four years during the war period he had himself to endure the terror of what the German chemical industries enabled our enemies to do. He was always urging the Treasury to allow him to buy ahead from Chile the nitrate of soda which our enemies were making in unlimited quantities at home. He was afraid to think of what would have been the result if Germany had concentrated its submarine attack on that narrow line going through the Panama Canal by which we obtained our supplies of nitrate. The Germans had no anxieties. We were never free from them. In a myriad ways he was reminded of the consequences of the neglect of the British nation and the British Government concerning the development of chemical industries in England during the 30 or 40 years before the war. The Germans soon appreciated that the real competition of any chemical industry was not so between one manufacturer and his next door neighbour—that the prize that the manufacturer wanted to win was not that his goods should be preferred to those of his rival, but that he and his rival should obtain command of the world market. The German must have seen with rising delight year by year that their wants were perfectly willing to get their wants supplied without attempting themselves to supply them, and that bit by bit he was getting absolute command of nearly the whole of the supplies of chemicals in which civilization rests in other countries. As an old Free Trader he used to say with confidence, and with some accuracy, that the most rapid way to obtain national wealth and to enjoy it was to buy in the cheapest market. The last few years had taught him that the definition ought to be a little enlarged. That was true only if they were sure of continuous peace, but recent years had shown us that we could not calculate on continuous peace, still less could we calculate on it in the future.

WE HAD allowed ourselves to grow up a nation utterly insufficient for itself, relying on other countries not only for immediate supplies of manufactured goods, but also for immediate supplies of those things which are necessary for our manufactures. When he looked back on the confident utterance of the narrower formula he was surprised that some of our good Free Traders did not insist on our contracting with Krupp for our iron clads—(laughing and cheering)—and say that we should accept his tender if it was the lowest. He believed it was only the stubborn conservatism of the War Office and the Admiralty which prevented them from daring to urge that. Now they would be willing to say that they would exclude munitions of war, because they dare not be dependent for them upon a foreign country. But there were things which are just as big essentials, though they are only used for peace, as any munitions of war. (Cheers.) We no more dare leave our great industries abroad than the country of a foreign country than we dare trust to a foreign country for our guns or ammunition. It was absolutely impossible to prop up every industry that did not make itself industrially remunerative. But when as a result of national neglect during a whole series of years the country was obliged at the beginning of the war to call on industries to take up new branches, to expend capital on them, to develop research, and to turn out in a few months that which must rival the results of years of work abroad—the country's duty to those industries did not end when the crisis was over. It must realize what they had done for it, and most of all it must take care that the old danger does not recur. The Government made infant industries supply essential needs during the war and then left them in a condition still of infancy, however efficient they were. To imagine that in that state they could stand against the competition of the enemies who for years had been working at the same problem, that they could stand against that competition in free and unrestricted market, was simply folly.

The problem would not be permanently solved by means of subsidies or import duties. His experience during the war gave him unlimited faith in the British chemists, either theoretical or industrial, and he declined to regard those of any other nation as superior in quality, though they are vastly superior in experience. The British chemists had ultimately to be able to stand without assistance in the markets of the world, but that was a very different thing from saying that when they were just beginning they should be exposed to the competition of people who would be perfectly willing to pour their goods into England almost without limit and under cost price if they could only strangle an infant industry. They had a right to say to the Government, "You compelled us to take this up because of the immediate remuneration, and we ought to be allowed a time of shelter from pitiless competition until we are capable of doing permanently the work which we admit will have to be done by us in the end." He supported the system of licensing under which, so long as goods were being produced in England at a fair price and of equal quality, they were protected from being swamped by the products of hostile industries. If they were to succeed they must take advantage of the breathing space allowed them to develop by research and industrial organization their power of production until they needed no help and feared no enemy. (Cheers.)

(Continued at foot of next column.)

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Dr. Schiffmann believes that an actual test will be the most convincing, and in fact the only way to overcome the natural prejudice of thousands of Asthmatics who have heretofore sought relief in vain. Persons residing in other localities, outside of this city, who desire to try this medicine, will be sent a free sample package, providing they send simply their name and full address (no other writing) on a post card, within the next six days to—

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THE Steamship "DUNDEE," Captain Walker, carrying His Majesty's Mails will be despatched from this Port on or about TUESDAY, the 19th, APRIL, 1921, taking Passengers and Cargo for the above Ports. Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamers proceeding direct to Marseilles and London. Passes will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

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Hongkong, April 4th, 1921.

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**INDO-CHINA****STEAM NAVIGATION COMPANY LIMITED**

SAILINGS SUBJECT TO ALTERATION

SHANGHAI & TIENTSIN via SWATOW "WINGSANG" Thurs. 7th Apr. D'light  
MANILA "YUENSANG" Fri. 8th Apr. 3 p.m.  
BANGKOK via SWATOW "YUENSANG" Sat. 9th Apr. D'light  
TIENTSIN "OHEONGSHING" Sun. 10th Apr. D'light  
Kobe via SHANGHAI "YUENSANG" Mon. 11th Apr. Noon.  
SHANGHAI "YUENSANG" Tues. 12th Apr. D'light  
STRAITS & CALCUTTA "YUENSANG" Wed. 13th Apr. 3 p.m.  
HAIPHONG via HOIHOW "YUENSANG" Thurs. 14th Apr. 10 a.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodations, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodations, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

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S.S. "NAMSANG" will be despatched on or about

Tuesday, Apr. 12th, 3 p.m., for SINGAPORE, PENANG and CALCUTTA.

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Vessel Des Hongkong  
S.S. "GLENIFFER" ... 14th April.  
S.S. "GLENKYLE" ... 28th April.

HOMEWARDS.

Vessel Leaves Hongkong Discharges  
S.S. "CARNARVONSHIRE" 24th Apr. GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

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And under the Company's management—  
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Two steamers of about 6,400 tons deadweight each.  
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No. 5, Bunko, Kobe.



## SHIPPING NEWS

## ARRIVALS.

April 4th.  
*Ida*, French str., 380 tons, Capt. Nicolai, from Pakhoi, with a general cargo.—Hank Fat.  
*Wan*, Chinese str., 215 tons, Capt. Chan Kuan Shing, from K. C. Wan, with a general cargo.—Po Sang.  
 April 5th.  
*Dunera*, British str., 3,420 tons, Capt. Walker, from Bombay, via Ports, with a general cargo.—P. & O.  
*Hailong*, British str., 1,107 tons, Capt. W. Cooper, from Swatow, with a general cargo.—D. S. S. Co.  
*Kwai Wah*, Chinese str., 402 tons, Capt. Kwok Kai, from Hoihow, with a general cargo.—Wai Hing.  
*Providence*, Norwegian str., 693 tons, Capt. Hansen, from Newchwang, with a general cargo.—Kersten Larsen.  
*Sinjeropot*, Russian str., 1,493 tons, Capt. Steinberg, from Haiphong, with a general cargo.—Russian Volunteer Fleet.  
*Soshi Maru*, Japanese str., 1,006 tons, Capt. K. Fukue, from Canton, with a general cargo.—O.S.K.  
*Susung*, British str., 1,778 tons, Capt. A. Fraser, from Saigon, with a general cargo.—W. O. Fat Shing.  
*Sunmya*, British str., 1,570 tons, Capt. E. A. Wavell, from Shanghai and Amoy, with a general cargo.—B. & S.  
*Takatori Maru*, Japanese str., 1,265 tons, Capt. Kimura, from Keelung, with cargo.—M.H.K.  
*Tijpanas*, Dutch str., 2,444 tons, Capt. Schottenberg, from Swatow, with a general cargo.—J.C.J.L.  
*Totori Maru*, Japanese str., 2,468 tons, Capt. Nagano, from Moji, with a general cargo.—N.Y.K.  
*Zung Shing*, British str., 1,173 tons, Capt. R. W. Bateman, from Shanghai, via Swatow, with a general cargo.—J.M. & Co.

## CLEARANCES.

April 5th.  
*Antiochus*, for Nagasaki.  
*Chakong*, for Singapore.  
*Duramont*, for Haiphong.  
*Dunera*, for Shanghai.  
*Kailang*, for Pakhoi.  
*Kuichow*, for Weihaiwei.  
*Kunshu*, for Shanghai.  
*Nile*, for Singapore.  
*Ningchow*, for Singapore.  
*Lokung*, for Hoihow.  
*Prometheus*, for Saigon.  
*Providence*, for Canton.  
*Shunshing*, for K. C. Wan.  
*Sunmya*, for Canton.  
*Sunwa Maru*, for Tamsui.  
*Takatori Maru*, for Singapore.  
*Tungshing*, for Canton.  
*Tyndarus*, for Kobe.

## PASSENGERS.

Per s.s. *Hailong*, on April 5th:—Mr. and Mrs. Moorhead, Miss Moorhead, Dr. Faunin, Mr. C. E. Harrison, Mr. N. E. Vitally, Mr. Ashford.  
 Per s.s. *Dunera*, on April 5th:—From Bombay, Mr. and Mrs. Tala, Mr. K. Dean, Mr. J. Cochrane, Mr. N. B. Flutkin, Mr. and Mrs. Loudon, Pte. Thomas, and Pte. Cooper. From Colombo, Sister Fugge, Dr. Archer, Brown, Mr. C. J. Norton, Mr. N. J. Cook, Mr. Wright, Mr. Hopcraft, Mr. Turling, Mr. Lovther, Mr. Kiching, Mr. Richards, Mr. Kemp, Mr. and Mrs. Gould, Browne, Mr. N. Peck, Major and Mrs. Wright, Mr. J. C. Hampton, Mr. and Mrs. Schingler. From Singapore, Mr. and Mrs. Grant-Smith. From Haiphong, Mr. and Mrs. Braddon.

## VESSELS EXPECTED.

*Agnes* (Blue Funnel), due April 17th.  
*Ida Maru* (N.Y.K.), from Sydney, due April 17th.  
*Atsuta Maru* (N.Y.K.), due April 27th.  
*Ida Maru* (N.Y.K.), from Liverpool, due April 24th.  
*Bowen Castle* (Barber line), Dodwell & Co., agents, from New York, due May 15th.  
*Crosskey* (Admiral line), from Seattle, Wash., due about April 8th.  
*Harpa* (Blue Funnel), due April 30th.  
*Hector* (Blue Funnel), due May 4th.  
*Iyo Maru* (N.Y.K. European), from London, due April 14th.  
*Kamakura Maru* (N.Y.K.), from Liverpool, due April 10th.  
*Machon* (Blue Funnel), due May 8th.  
*Shingo Maru* (T.K.K.), due April 10th.  
*Telemachus* (Blue Funnel line), due April 11th.  
*Tsushima Maru* (N.Y.K.), from Bombay, due April 14th.  
*Yamagata Maru* (N.Y.K.), from Calcutta, due April 15th.  
*Yeterofu Maru* (N.Y.K.), from Calcutta, due April 14th.

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## SHIPPING MOVEMENTS.

The s.s. *Demodocus* (Blue Funnel line) left Suva on March 31st for Hongkong.  
 The B.M.S. *Empress of Asia* arrived at Nagasaki on April 5th, left there the same evening, and is due at Kobe on April 7th at 6 a.m.

## WEATHER REPORT.

April 5th at 11.21.—Pressure has increased considerably at Weihaiwei. Changes since yesterday are slight at other reporting stations.  
 An anti cyclone has formed over S.E. Mongolia.  
 Moderate monsoon may be expected along the south-east coast of China, and over the China Sea.  
 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 5.74 inches against an average of 6.77 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong to Gap Rock	N.E. winds, moderate; fair.
Firmosa Channel	N.E. winds, fresh.
South coast of China between the same as Hongkong and Lamook	No. 1
South coast of China between the same as Hongkong and Hainan	No. 1.

## CHINA COAST METEOROLOGICAL REGISTER.

APRIL 5th, 1931.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Direction	Force	Weather
Vladivostok	8 A.	29.92	27	—	NE	3	0
Yokohama	8 A.	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—
Tokyo	—	—	—	—	—	—	—
Kobe	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Osaka	—	—	—	—	—	—	—
Naha	—	—	—	—	—	—	—
Ishigaki	—	—	—	—	—	—	—
Bonin Island	—	—	—	—	—	—	—
Weihaiwei	8 A.	30.25	28	81	E	2	1
Haikow	—	—	—	—	—	—	—
Chinghai	—	—	—	—	—	—	—
Kinkang	—	—	—	—	—	—	—
Changsha	—	—	—	—	—	—	—
Shanghai	—	30.15	50	87	NE	4	5
Canton	—	30.09	63	88	NE	4	5
Sharp Peak	7 A.	30.09	65	83	W	1	0
Amoy	8 A.	30.00	65	84	NE	2	5
Swatow	—	—	—	—	—	—	—
Taihou	—	30.08	63	94	—	0	5
Taihu	—	30.04	64	—	—	0	5
Taiwan	—	30.01	63	—	—	0	5
Koshan	—	30.01	63	—	—	0	5
Pescadore	—	30.04	66	—	—	0	5
Canton	—	30.01	65	89	—	0	5
Hongkong	—	30.00	65	87	E	4	5
Gap Rock	—	—	—	—	—	—	—
Macao	—	29.92	68	88	NE	2	5
Wuchow	—	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Funien	7 A.	29.95	68	110	E	4	1
Tientsin	—	29.97	72	—	—	7	0
Cape James	—	29.96	75	—	—	2	0
Apurri	8 A.	29.95	75	92	E	2	0
Dagupan	—	—	—	—	—	—	—
Manila	—	29.98	70	84	NE	1	5
Legaspi	—	29.98	73	84	NE	4	0
Subayan	—	29.95	75	92	—	0	0
Bohol	—	—	—	—	—	—	—
Surigao	—	29.91	75	96	SE	1	0
Guam	—	29.97	75	—	—	4	0
Labuan	8 A.	29.97	80	91	SW	4	0

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, in blue sky, a detached cloud, d. drizzling rain, f. fog, g. gloomy, h. hail, i. lightning, o. overcast, p. passing showers, q. equal, r. rain, s. snow, t. thunder, v. visibility, w. dew wet.

7. RAIN, in inches, tenths and hundredths.

T. F. CLAXTON, Director.

## C.P.O.S.

## SAILINGS

## HONGKONG to VANCOUVER

via Shanghai, Nagasaki, (Moji), Kobe &amp; Yokohama.

Ship	From	Home	Vancouver
EMPERESS OF RUSSIA	Apr. 7	May 1	
EMPERESS OF JAPAN	Apr. 24	May 16	
EMPERESS OF ASIA	May 12	June 7	
EMPERESS OF RUSSIA	June 14	July 8	
EMPERESS OF JAPAN	June 24	July 11	
EMPERESS OF ASIA	July 7	July 28	
EMPERESS OF RUSSIA	July 21	Aug. 8	
EMPERESS OF JAPAN	Aug. 18	Sept. 5	
EMPERESS OF ASIA	Aug. 23	Sept. 18	
EMPERESS OF RUSSIA	Sept. 20	Oct. 11	

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and of the date of departure from the Orient, as the Pacific conditions on the Atlantic are so congested as to make it impossible to arrange for passage to Europe or to America for all passengers to Europe. Passage orders covering all such reservations will be issued here.

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"VENEZUELA" ... .. Wednesday, April 20th.  
 "GOLDEN STATE" ... .. About Monday, April 25th.

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Regular bi-monthly sailings from San Francisco for Mexico, Central America, Panama and West Coast of South America.

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For CALCUTTA via SINGAPORE, PENANG, and RANGOON.

S.S. "LAKE GILPIN" ... .. Sailing April 11th.

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Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD.

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To SEATTLE &amp; VANCOUVER (via MANILA)

"West Jessup" ... .. 22nd April

To LOS ANGELES &amp; SAN FRANCISCO (via HONOLULU)

"West Jessup" ... .. 25th April

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Through Bills of Lading issued to all U.S. &amp; Canadian Overland Common Points.

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"THE PACIFIC OF THE SEA"

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	2,800	April 27th
SHINYO MARU	2,800	May 14th
SHINYO MARU	2,800	May 28th
SHINYO MARU	2,800	June 10th
SHINYO MARU	2,800	June 24th

\* Cargo only  
 \* Omitting Shanghai

## SOUTH AMERICAN LINE

## HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALTA

GRUB, BALBOA, CALLAO, MOLLEDO, ARICA &amp; IQUIQUE

Through by TRANS-AMERICA ROUTE to BUENOS AIRES

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	14,000	May 15th
TOKUYO MARU	15,000	May 19th
RAKUYO MARU	17,500	July 11th

\* Cargo only  
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Y. TSUTSUMI, Manager,

King's Building, Tel. Nos. 5274 &amp; 5275

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

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## CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.

## FREIGHT AND PASSENGERS

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
15,000 Tons	11,000 Tons	10,200 Tons

## SAILING FROM

## HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA"	S.S. "NANKING"	S.S. "NILE"
May 18th	June 15th	April 21st

## SAILING FROM

## HONGKONG for MANILA

S.S. "NANKING"	S.S. "NILE"
June 4th	

## SAILING FROM

## HONGKONG for SINGAPORE

S.S. "CHINA"	S.S. "NILE"
April 30th	

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE,

PRINCE'S BUILDING, 100, DES VOEUX STREET,

TELEPHONE, PASSENGER DEPT. No. 1934.

FRIEDLAND &amp; PASSENGER AGENT, Tel. Freight Dept. &amp; Agent, No. 2161.

## JAVA-CHINA-JAPAN L.I.N.

## REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIPANAS	SWATOW	In port	7th Apr.	JAVA
TJITABOEM	JAPAN	18th Apr.	18th Apr.	JAVA
TJIBODAS	SHANGHAI	17th Apr.	20th Apr.	JAVA
TJISALAK	JAVA	18th Apr.	25th Apr.	JAPAN

\* Wireless Telegraphy.  
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia



## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGODA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agent.

## "ELLERMAN" LINE.

ELLERMAN &amp; BUCKNALL S.S. CO., LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG  
S.S. "KIOTO" ... 15th April.LONDON, AMSTERDAM, ROTTERDAM & HAMBURG  
S.S. "KASENGA" ... 30th April.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs. &amp; Co., Canton.

THE BANK LINE, LTD.  
General Agents.

## NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

BOSTON & NEW YORK S.S. "KANDAHAR" ... 8th Apr.  
do do S.S. "CITY OF DUNKIRK" ... 25th Apr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD. HONGKONG  
HONGKONG and CANTON REISS & CO., CANTON.

## C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SHANGHAI	"SUNNING"	On 7th April, Noon.
SWATOW & SINGAPORE	"HUPER"	On 8th April, 10 A.M.
SHANGHAI & TRINGTAO	"OHENAN"	On 9th April, Noon.
SWATOW and BANGKOK	"LUCHOW"	On 12th April, 10 A.M.
AMOI, SHANGHAI & FUKOW	"SINKIANG"	On 15th April, Noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation. Amplest. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly), and Tungtsao (weekly), making Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Agents.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers. Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI &amp; FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAIKONG" ... Capt. A. H. Stewart | FRIDAY, Apr. 26th, at 12 Noon.  
"HAIKONG" ... Capt. W. G. Pastmore | FRIDAY, Apr. 26th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,  
General Manager.

## P. &amp; O. - BRITISH INDIA.

APCAR AND EASTERN &amp;

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORILAN, INDIA, PERSIAN GULF, WEST INDIES.

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,414	18th Apr.	Spore, Colombo, & Bombay.
"KEYBER"	9,000	15th Apr.	Marseilles, London & Antwerp
"SORDAN"	7,000	22nd Apr.	do
"DEVANHA"	8,000	27th Apr.	do
"NAGOYA"	7,000	13th May.	Marseilles, London & Antwerp
"PLASSY"	7,348	10th June.	do
"DELTA"	8,000	24th June.	do

## BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR" | 4,649 | 8th Apr. | Calcutta via Spore, Pango &amp; Rangoon

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	12th April	Sandakan, Thursday Island
"KANOWNA"	7,000	2nd May	Townsville, Brisbane, Sydney & Melbourne.

## SAILINGS TO SHANGHAI &amp; JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	6th Apr. 10 A.M.	Shanghai only.
"NAGOYA"	7,000	11th Apr.	Shanghai & Japan.
"KANOWNA"	7,000	16th Apr.	Japan direct.
"TAKADA"	6,949	14th Apr.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by P. &amp; O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice. Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received despatch advice. Any damaged packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Gordon &amp; Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passages, Freight, Handbooks, etc. apply to

MACKINNON, MACKENZIE &amp; CO.,

22, Des Voeux Road Central, HONGKONG.

Agents.

## O. S. K. OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

"BURMA MARU" ... Monday, 18th April.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN &amp; CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"MEXICO MARU" (Omitting Mauritius) ... Thursday, 14th April.

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

"KARADO MARU" ... Thursday, 7th April.

"INDUS MARU" ... Sunday, 10th April.

SAIGON, BANGKOK &amp; SINGAPORE—Regular monthly service.

"SHISEN MARU" ... Sunday, 1st May.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and the Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Via Shanghai and Dairen—Regular fortnightly passenger service, including at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Monday, 11th April.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

NEW ORLEANS LINE.

JAPAN PORTS—Shanghai, Moji, Kobe &amp; Yokohama.

KEELUNG via SWATOW &amp; AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 10th April.

TAKAO via SWATOW &amp; AMOI

"ROBU MARU" ... Thursday, 7th April.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building, (25)

Tel. Nos. 744 &amp; 745.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	From Hongkong	Destination
"OHANGSHA"	25th April	20th April

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Rates—Cargo booked through to all Australian, New Zealand &amp; Panama Ports. For Freight and passage apply to— BUTTERFIELD &amp; SWIRE, Agents. [28]



Operating the following U.S. Shipping Board Steamers

## PASSENGER AND FREIGHT SERVICE.

For MANILA Sailing May 3rd.  
For VICTORIA, B.C. & SEATTLE, WASH.  
(Calling at Shanghai & Japan Ports).

S.S.	From Hongkong	Arrive Seattle
"WENATCHEE"	May 14th	June 3rd
"KEYSTONE STATE"	July 5th	July 26th
"WENATCHEE"	July 25th	Aug. 13th
"KEYSTONE STATE"	Sept. 17th	Oct. 6th

Information regarding rates, accommodation etc., apply to—

## THE ADMIRAL LINE

Telephones 2477 &amp; 2478. 5th Floor, Hotel Mansions, [662]



Operating the following U.S. Shipping Board Steamers.

## TRANS-PACIFIC FREIGHT SERVICE.

For SEATTLE, TACOMA, VICTORIA &amp; VANCOUVER

(Calling Kobe, Yokohama &amp; Seattle)

"CROSSKEYS" ... Freight Only... About April 16th.

For PORTLAND DIRECT

(Calling at Kobe and Yokohama)

"MONTAGUE" ... Freight only About April 26th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to—

## THE ADMIRAL LINE.

Telephone 2477 &amp; 2478. Fifth Floor, Hotel Mansions, [71]



THE PACIFIC STEAMSHIP CO.

## REGULAR SERVICE

To &amp; From

SAIGON-SINGAPORE-SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.S. STEAMERS

CADARETTA For Haiphong, Saigon, Java Ports April 7th.

LAKE FAIRBANK ... April 20th.

LAKE ONAWA ... May 19th.

Through bills of lading issued to all United States, Pacific Coast, and Overland Points.

For full Particulars and Rates, Apply to—

## THE ADMIRAL LINE,

5th Floor, HOTEL MANSIONS BUILDING, Tel. Add.: ADMIRALINE. Telephone 2477 &amp; 2478.

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama,

WM. H. WEBB, ... April 11th.

For freight space and particulars apply to—

## BARBER STEAMSHIP LINES, INC.,

THE ADMIRAL LINE,

TELEPHONE AGENTS 15th Floor

2477 &amp; 2478. HOTEL MANSIONS.

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## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS &amp; DISPATCHES SAILING DATES

SHANGHAI, KOREA &amp; YOKOHAMA "AMAZONE" ... 11,000 ... On or about 7th April.

"ANDRE LEBON" 20,000 ... On or about 27th April.

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUZ

"CHILI" ... 10,000 ... On or about 19th April.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

H. BODENFUSCH

Agents, Agents, Queen's Building.

Telephones 740.



